



FLEET PASSING THROUGH VALPARAISO HARBOR

SECRETARY METCALF HAS MADE PUBLIC QUOTATIONS FROM A LETTER RECEIVED BY AN OFFICER IN THE DEPARTMENT FROM ONE OF THE REAR ADMIRALS IN COMMAND IN THE FLEET. THE LETTER SAYS IN PART: "I NEVER SAW ANYTHING LIKE THE REVIEW OF THIS FLEET IN THE BAY OF VALPARAISO BY THE PRESIDENT OF CHILE. IT HAD BEEN ARRANGED TO ENTER AT TWO O'CLOCK, AND AT THAT HOUR TO A MINUTE THE HEAD OF THE FLEET IN PERFECT COLUMN PASSED REEF TOPSAIL POINT WITH THE CHILIAN FLAG AT THE MAIN. WE STOOD IN UNTIL PARALLEL TO THE SOUTHERN COAST OF THE BAY, FIRED A SIMULTANEOUS 21-GUN SALUTE TO THE FLAG FROM ALL THE SHIPS, TURNED NORTHWARD PARALLEL TO THE SHIPPING AND THEN AGAIN PARALLEL TO THE NORTH SHORE. JUST AFTER THIS LAST TURN WE PASSED THE PRESIDENT IN A MAN-OF-WAR, EACH SHIP SALUTING IN TURN. AS THE REAR SHIP FIRED THE LAST GUN OF HER SALUTE ALL THE FLAGS CAME DOWN TOGETHER, SPEED WAS INCREASED, AND WE STOOD OFF FOR CALLAO. THERE WAS NOT ONE DETAIL THAT EVANS DID NOT KNOW ABOUT OR ARRANGE FOR."

Admiral Sperry Chats About Fleet Tour Of Pacific

MAGDALENA BAY, Lower Calif., On board U. S. S. Kansas, March 23. This afternoon I had a long talk with Admiral Charles S. Sperry, who has been selected by the President to take this Fleet to Australia and Japan, and back to the Atlantic Coast. He will be the commander-in-chief succeeding Admiral Evans; to be exact, he will succeed Admiral Thomas, who retires in October, and who has an interregnum of six or eight weeks between the abdication of Evans and the accession of Sperry. The interview was held in the Admiral's cabin on the U. S. S. Alabama, flagship of the fourth division, of which Sperry is now commander.

"Please thank me for the managing editor of the Examiner," said the Admiral, "for getting to me first news of the probable appointment. His telegram which I received three nights ago was my first intimation from the United States. I do not yet know officially that I am to receive this important assignment, though Admiral Evans recently told me that he considered it the likely thing, and

it does seem to be the logical thing for the Department to do. When Admiral Thomas and Admiral Evans retire there will be left ahead of me only Admirals Goodrich and Dayton, both of whom retire before the Fleet reaches the Atlantic Coast."

Scouts Rumored Illness
"It was rumored, Admiral," said I, "when we started on this cruise, that you were very ill, and that this would probably be your last sea duty."

A quizzical, somewhat cynical smile overspread the Admiral's face.

"In the summer of 1905, when I was a member of the General Board in Washington," he replied, "I one day contracted a severe toothache, which spread over my face and made me both unrepresentable and unhappy. On account of this I missed one session of the board, which, with one other exception, was the only duty I ever missed in my life."

"Mr. Wurzbaugh," the Admiral called, his flag lieutenant. "What about that jaunt we took this morning? That was going some, for a sick man, eh?"

"We went ashore this morning,"

said Mr. Wurzbaugh, "and the Admiral walked six miles. Look at him, he kept me on my mettle."

The Admiral certainly did not have the appearance of a sick man. A healthy and handsome man was on his face; his eyes flashed dry humor, and again a sparkling intelligence. His form was upright, spare, and his walk, when he later went on deck was possessed of the springy alertness of one who has spent his life on the ladders of warships.

Off Two Days in China

"That other time when I was off duty," continued the Admiral, "was on the China station some years ago, when I was commander of the New Orleans. One day I contracted a severe cold, and, having a spry young executive officer, I took to my bed for two days and downed the cold. With those two exceptions I have never missed a day's duty in my life."

He then became reminiscent and gave a glimpse of what a vigorous, successful naval officer must do for half a century if he wishes to attain supreme command.

"I have been forty-six years in the

service," said he. "Man and boy. That takes in the time from when I entered the naval academy to now. In that forty-six years, including a month's vacation each of my four years in the academy, I have had leave amounting to one year and ten months; the remaining forty-four years and two months I have been every day on duty. Since 1881 I have had six weeks' leave, which was spent with my wife on our honeymoon in Savannah."

"So I think you are safe in denying absolutely that rumor about my serious illness."

Will Use No Pilots

"What Australian ports will you take in?"

"Of course, I can't say what the Navy Department will order, but it will likely be Sydney first, and then Melbourne. Though, if we want to go from Honolulu without stopping to coal in either the Samoa group or the Fiji we had better go to Auckland, a run that could be made direct from Honolulu without a stop."

"Will you go inside the barrier

reefs?"

"It is hardly likely. We will have to take pilots then, and you know the Navy is not partial to pilots. We like to do our own navigating."

"Then you will have no pilots?"

"Of course not."

"What will be your most difficult feat of navigation?"

"Now that it has been announced the Fleet will go to Japan, I think I would unhesitatingly answer 'The inland Sea.' That is, to my mind, the most difficult well-worn waterway in the world; certainly far more difficult than the Straits of Magellan. Aside from that, our course from San Francisco to New York is comparatively easy."

Many Friends in Japan

"How will you feel in going to Japan?"

"Greatly delighted in many ways. Only the other day I had a letter from my old friend, whom I have known for many years, Admiral Shimamura, who was Togo's chief of staff during the war with Russia. And I also know Admiral Uru; knew him when he was a cadet at Annap-

olis.

"The hardest job I ever had in my life was when I went to The Hague as the United States naval delegate to the last peace conference. I sweated blood over that."

"What will be your course after San Francisco?" I asked.

"So far as I can see, it will be a game then of 'pussy wants a corner. Admiral Thomas, as I understand it, is to have the Fleet when Admiral Evans gives it up. He retires in October, and whether he will haul down his flag before that I don't know, nor whether he will transfer his flag in the Minnesota where it is now, to the Connecticut, which is well fitted up to be the flagship of the Fleet."

"Which will be your flagship?"

"Naturally, I presume the Connecticut, though you are asking me too many questions and too far ahead before I even have official intimation that the appointment is forthcoming."

New York, March 28.—If the theory of Dr. C. C. Langsdorf is correct, three confirmed morphine eaters will

by Monday be entirely cured of a craving for the drug. These men are under treatment at Bellevue Hospital; the first dose of Dr. Langsdorf's cure having been administered to them last night. Seventy-two hours is the time which the doctor estimates will be required for his cure to work effectually.

In case it is successful, the formula will be made public to the medical profession that others may profit by it. The three patients chosen were such confirmed victims of morphine that each of them was given seven grains of the drug before Dr. Langsdorf administered his curative dose. One grain of morphine will kill an ordinary man, but the systems of these three were so saturated with the drug that they had reached the state called "tolerance" by scientists, which perturbed them to take seven grains each without risk to their lives.

NOT FATAL
Shot through the heart was the youth but there were no tears of sorrow; He lived to tell the tale because. The wound was made by Cupid's arrow.

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